



The R/C Flyer

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May 2007

Next Meeting – May 10, 2007, Clear Lake Park Building – 7:00 PM



In The Pits

By Michael Laible, President

I hope everyone had a great time at the last club meeting. The entertainment was a smashing hit, Hee- Hee. Anyway, most stayed and enjoyed the video. The May video will be a really nice movie on Top Gun 2006. It is around 104 minutes long so will probably take two meetings.

The canopy should be installed soon or by the time of this writing. The club supplied the canopy and JSC contractors are going to install the canopy.

We had quite a display of models for model of the month.



Owen Morris with his electric powered with a STAHL 01 motor. It was nice to see Owen and John Campo at the meeting. Hi guys !!!!

Ken White with his Senior Telemaster with slotted flaps, four fuel tanks totalling 82 oz of fuel, OS .91 4-stroke and covered with ultra coat.



Tom Altmeyer with his Ultra RC Kantana, equped with a OS .46 and has Ray Randolf's landing gear.



Bill Schwander with his 1940 Scientific Varsity. It was equipped with an Estes Motor, 3 lithium poly batteries and he is going to take it to SEFF in Georgia this summer

Herman Burotn brought his Top Flite Giant Scale P-47 for show and tell. The plane is in the bones and is ready to be glassed (In fact, as of this writing he has it glassed). It will be powered by a Zenoah G-62.

Ken white won MOM with his Senior Telemaster.

OTHER NOTES

Herman Burton and I attended the New Waverly Big Bird fly-in. The attendance was adequate and the weather and flying field were absolutely perfect.



As everyone may know by now the April Fun Fly was canceled. I was thinking of rescheduling for the Saturday after the May meeting. We can discuss this at the next meeting.

Until next month,
Safe Landings,
Mike

April Meeting Minutes

Mike: Sorry about the short minutes, but Phil and I are still working out the logistics.

Activities underway:

-Web migration to the www.jsccrcc.org page

-Updating club handbook to incorporate the Spread Spektrum frequency rules

-Update newsletter contacts and instructor list.

-Creating a phone and email list for members, possibly putting the list on the web page with password protection.

Editor: The following two articles are from the AMA National Newsletter

Are You Infected?

(From Aero R/C Club, Lennon, Michigan)

If you can answer yes to more than five of these questions, then you may have a serious infection called **RC Hobbypox**.

- I need another radio (add a yes for every radio over five).
- I have more than one large box of scrap balsa.
- I save pieces of MonoKote that are as small as a square inch.
- I keep broken propellers.

- \$200 for a four-cycle engine is worth it because it sounds twice as good as a two cycle.
- I have more than three airworthy airplanes.
- I have parts to airplanes that are not functional and never will be.
- I need a more powerful engine.
- I have considered buying a new vehicle so I could buy larger airplanes.
- I recognize my spouse and children less than two out of three times. Two yes responses if you just noticed that they left at the start of last flying season.
- I have snow skis for my airplanes.
- I wish twin-rotor helicopters were more of a challenge.
- I can guess the RPM of an engine within five revolutions.
- I have a still in my basement, but only to make fuel.
- I have never noticed the model holding the model airplane in advertisements.
- I have deliberately crashed an airplane so I would have an excuse to buy a better model.
- I bought a DVD player just to watch model airplane videos.
- I visit hobby shops when on vacation instead of going to the beach.

Three Preventable Sins of RC Flying

*From the Valley City RC Club, Medina, Ohio
By Jim Procise*

One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose an airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps to avoid them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer too. One of the primary benefits of a programmable radio is that it can store settings for several models. With a click of a button, you can call up the setting for the model you're about to fly, complete with trim settings, servo end-point adjustments, servo rotation directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, a reserved rudder and/or steering, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model.

The solution is twofold. One, remember to check the model selected the moment you turn on your transmitter and make sure it matches the airplane you are about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model selected, you'll almost always catch the error if you check the control surfaces before flight.

Having a radio set to the wrong model is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program the servo directions before flying a new airplane. Again, make it a habit to check the movement of the control surfaces before every flight and you'll head off disasters before they happen.

Improperly Located Center of Gravity

Balance is important in full-scale airplanes, but it is even more important in RC aircraft, where fractions of an inch or so can make the difference between a model that flies well and one that is unmanageable in the air. Most construction manuals or plans specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the recommended CG is at or very near the recommended location. If necessary, add lead weight to the nose or tail to achieve the recommended CG. Often, instead of adding weight, achieving the desired CG can be accomplished by moving the receiver battery forward or backward. Always check the CG with an empty fuel tank. If your airplane has retracts that fold backward (like the F4U Corsair), check the CG with the wheels up. Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter battery, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you are not sure whether they are charged.

Most transmitters have built-in volt meters; don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive expanded scale voltmeter (which should be a part of every flight box).

Remember, low batteries lead to crashed airplanes. This is one case where an ounce of prevention is worth a pound of cure.

Upcoming Events

5/5-6/07: Northwest Houston RC Big Bird Scale Fly-In. Contact CD Larkin Buechmann at 832-435-1700 for more info.

5/5-6/07: Float Fly at Bomber Field, Monaville, TX. Contact Nick Stratos, CD, at 281-471-6762 for more information.

5/19/07 : 2nd Annual Warbirds at Space City RC site, Katy, TX. Contact Larry Dale Dickey, CD at 281-463-8462 for more information.

6/2-3/07 : Annual Warbird Event at Monaville, TX. Contact Nick Stratos, CD, for more information at 281-471-6762.

6/9/07 : ARF R/C Club Spring Fun Fly, Livingston, TX. Contact CD Mike Muehr at 936-967-0487.

6/9/07 : Houston Helicopter Fun Fly in Katy, TX. CD is Ty Prause, 979-732-9072.

6/23-24/07: Braden Clough Big Bird, Texas City, TX. CD is Ken Juneau, 832-723-0395.

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